DEMAND VII—PUBLIC WORKS DEPARTMENT INCLUDING CAPITAL EXPENDITURE NOT CHARGED TO REVENUE.

Mr. G. B. E. Truscott: Sir, I move for a grant not exceeding Rs. 41,21,801 under Demand VII—Public Works Department including capital Expenditure not charged to revenue.

Mr. G. Narayana Aiyar: Sir, I oppose the grant. My idea is to bring to the notice of the Chief Engineer that local needs should be attended to. No purpose is served by simply replying that the matter will be considered. The Chief Engineer should ascertain first-hand what the urgent needs of the localities are. The needs of my constituency are very urgent and deserve immediate consideration. I hope the Chief Engineer will bestow special attention and that urgently. With these observations I oppose the grants.

Mr. Nedumangad R. Kesavan Nair: I also oppose the grant. My main object in opposing the grant is to point out to the Chief Engineer as well as Government the unsatisfactory nature of the roads in Travancore. Once upon a time, our roads formed the pride of Travancore. For that matter, it formed the pride of India even. That status is sadly deteriorating. If it is due to lack of funds, I would submit that Government should not grudge granting funds for the maintenance of our roads. There is a device by which more money could be diverted even from the department itself. Our administration is top-heavy. In the British Indian districts where the area is more or less similar to that of Travancore, there are not as many Executive Engineers, or Irrigation Engineers or Engineers prefixed with some other adjective as is the case in Travancore. In Travancore, there are 7 Executive Engineers and what is the work for these people. Is there sufficient area here for these Engineers to run about and claim T. A.? What then is the Chief Engineer's work? Is he to attend to only the routine work that is set apart for him? In the Administration Report for 1111, it is seen that the Chief Engineer was in camp only for 103 days. It is obvious that he spent the remaining days in Trivandrum. We do not require the assistance of an expert Engineer, like the Chief Engineer drawing a fat salary, to attend to the routine work. If the routine work of the Chief Engineer has to be attended to, it could as well be entrusted with some responsible subordinate so that, that work may be properly scrutinised. It is better to abolish these seven posts of Executive Engineers. I am told, some of them have not yet been confirmed. I pray that Government should not confirm them but see that these posts are abolished from service if possible. No substitutes are also necessary. To add to the list, there are 8 Assistant Engineers, 8 Sub Engineers and 54 Supervisors. If the

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pay of these 16 Engineers are taken away and apportioned to the Supervisors, then I think, work would be more efficiently done. Then Government also could successfully tackle with that problem about which I was hesitating to say anything I mean communal representation.

Another submission of mine is about local needs. The roads in the metroplis are in such a nasty condition. I wonder, if that is the fate of roads here, how the village roads in Nedumangad or Kuttanad for that matter are going to be. I have sent up an interpellation on the subject, the answer for which has not come as yet. In respect of a road leading from Thekkummud to Kannanmula there are three kinds of enterprises taking place, they are ; (1) excavation for drainage activity, (2) a second levelling for water supply and (3) a third levelling by the Engineering department, with the result that what was once a road is now converted into a regular field. There are a number of roads immediately adjoining Pulimood, which are exactly similar to the one just now referred to by me. Probably it is for the Municipality to look it up. It is to the neglected condition of the roads in general that I want to draw the Chief Engineer's attention. During rainy seasons, it is practically impossible for one to travel through them. There are many such roads in the Trivandrum taluk which require looking into. In the taluks of Trivandrum, Nedumangad and Chirayinkil there are roads, the work of which have been begum some five years ago but remain incomplete till now. I hope the Chief Engineer would take note of all these facts and do the needful.

Mr. P. R. Godavarma Raja (*Edavaga*) : In considering this demand I wish to invite the attention of the Chief Engineer and the Government to the necessity of a bridge at Erattupetta joining the Palai-Erattupetta road and Erattupetta-Poonjar road. To a question put by Mr. Ismail about the construction of that bridge, the Chief Engineer has replied that the construction of that bridge will be taken into consideration only after the construction of the one at Palai crossing the Meenachil river and connecting Kanjirapally to Palai road is over. The road which connects Ettumanoor with Poonjar is one of the roads where there is a heavy traffic and in every 15 minutes there is a bus going from Kottayam to Poonjar or Palai. This bridge is quite necessary in order that traffic may be easier and convenience afforded to passengers and vehicles taking goods from Kottayam and other places to the hilly parts. I would therefore invite the attention of the Government to consider this question and coustruct the bridge as soon as possible and in preference to the bridge proposed at Palai. With these words, I support the demand.

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Mr. C. N. Tuppan Nambooripad: സർ, ഞാൻ ഈ അഭ്യർത്ഥനയെ എതിർക്കുന്നു. എം. സി. റോഡിൽ നവ്വാമത്തെ മൈലിനുസമീപം ചെവിട്ടൂരിതോട്ടിൽ ജനങ്ങളുടെ ആവശ്യപ്രകാരം ആവശ്യത്തിലധികം പണം ചിലവുചെയ്ത് ഒരു പാലം പണിതുടങ്ങി തുമ്പില്ലാതാക്കിയിട്ടുണ്ട്. അഞ്ചെട്ടു കൊല്ലത്തിനു മുമ്പുതന്നെ ഈ പാലത്തിനു പണം അനുവദിച്ചുവെങ്കിലും പാലം ഇതുവരെ പൂർത്തിയാക്കിയിട്ടില്ല. ഇപ്പോൾ അവിടെ ചെയ്തിട്ടുള്ളതു രണ്ടുവശത്തുംകൂടി സഞ്ചരിക്കത്തക്കവണ്ണം കുറെ കാൺക്രീറു വക്ക്സു നടത്തുകയും കുറെ തെങ്ങിൻതടിയും കുറെ തേക്കുതടിയും ഇട്ടുകയുമാണ്. വളരെ ജനങ്ങളുടെ അപേക്ഷയുടെ ഫലമായിട്ടാണ് ഈ പാലംപണിതന്നെ ആരംഭിച്ചതെങ്കിലും ഇപ്പോൾ എനിക്കു പറയുവാനുള്ളതു് ഇന്നത്തെ ഈ പാലത്തിന്റെ സ്ഥിതിനോക്കുമ്പോൾ അതു പൊളിച്ചുകളയുന്നതിന് ആവശ്യമുള്ളതുക ബഡ്ജറിൽ ചേർക്കണമെന്നാണ്. എന്തുകൊണ്ടെന്നാൽ ഈ പാലത്തിന്റെ ഇന്നത്തെ സ്ഥിതികൊണ്ട് ജനങ്ങൾക്കു പാലം ഉണ്ടാകുന്നതിനുമുൻപ് ഉണ്ടായിരുന്നതുപോലെയുള്ള ഗതാഗതസൌകര്യംപോലും ഇല്ലാതായിരിക്കുന്നു. ഈ പാലത്തിന്റെ രണ്ടുവശവും താഴ്ന്നസ്ഥലങ്ങളാണ്. മുൻപ് ഇവിടെ കടത്തു വള്ളം ഉണ്ടായിരുന്നു. ആളുകൾ കരയുള്ളസ്ഥലത്തുനിന്നും കടത്തിൽ കയറി കരപ്പറമ്പുള്ള സ്ഥലത്തു ചെന്നിറങ്ങുകയായിരുന്നു പതിവ്. എന്നാൽ ഈ പാലം പണിതുടങ്ങിയപ്പോൾ കടത്തു വേണ്ടെന്നുവച്ചു. പാലത്തിൽക്കൂടി നടന്നാൽ വെള്ളത്തിൽ ഇറങ്ങിവേണം മറുകരയിൽ എത്താൻ; കടത്തുമില്ല. ഇങ്ങനെ ഒരു നിലയാണവിടെ കാണുന്നതു്. ഈ പാലം പൊളിച്ചുകളഞ്ഞാൽ കടത്തുവള്ളത്തിൽക്കൂടിയെങ്കിലും പോകാമായിരുന്നു. ഈ പാലത്തിന്റെ അഭാവംകൊണ്ടു് വളരെ ജനങ്ങൾ കഷ്ടതയനുഭവിക്കുന്നുണ്ട്. അധികവും പള്ളിക്കൂടത്തിൽ പോകുന്ന കുട്ടികൾക്കാണ് ബുദ്ധിമുട്ട്. അതിനാൽ ഈ പാലവും താഴ്ന്നസ്ഥലങ്ങളിലെ റോഡും വർഷകാലത്തു സഞ്ചരിക്കത്തക്കവണ്ണം പൂർത്തിയാക്കേണ്ടകാലം അതിക്രമിച്ചിരിക്കുന്നുവെന്നുള്ള വിവരം ചീഫ് എൻജനീയരുടെ ശ്രദ്ധയിൽകൊണ്ടുവന്നുകൊള്ളുന്നു.

Mr. M. Govindan: Now, that Government's attention has been directed to the necessity of adding transport facilities in this State, I wish to draw the attention of the Chief Engineer to the necessity for the restoration and completion of the A. V. M. canal from Thiruvallam to Manakudi Kayal. I understand that lands already acquired have in part been given on registry; others are allowed to remain fallow. There are some places where there are natural

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water communications available even now. So the work will not be a very difficult one. If the A. V. M. canal is opened the natural resources of the sea board taluks in South Travancore can be developed and cheap transport made available to the people for their goods to be taken to Trivandrum or other commercial centres as Alleppey and Quilon or even to the Cochin Harbour. The most important distinguishing feature of Travancore is the cheap water transport from one end of the country to Trivandrum. The extension of it is easy and necessary. The attention of the Department is requested at an early date to that subject. I may take the Chief Engineer into confidence in this fact, that at a large gathering of the citizens over which I presided, a resolution was passed which has been submitted to Government with regard to this subject.

I have only one word to say with regard to the roads. What we find is that even the Main Road is not kept properly. Tarring is not done satisfactorily. Perhaps it may be because we are asking so much about mofussil roads and therefore the Chief Engineer's attention is diverted more to mofussil than to the capital. Even in respect of mofussil roads, so far as I can see, the main roads are quite all right. But where are the small branch roads connecting with the main roads so that the interior of the country may be developed ? While proceeding to Quilon we find very few roads leading to the beach. The villages are not connected with the main line of communication. My village Kadakavoor in Chirayinkil is a very thriving manufacturing centre. There is no direct road connecting this manufacturing centre with the main road.

Mr. V. S. Arumukham Pillai: I oppose the demand. My object in doing so is to draw the kind attention of the Government to the extreme necessity for the formation of a separate division for the Kodayar Irrigation Project. Sir, this very same question was raised by me last time and the Chief Engineer replied that the system has been entrusted to an Assistant Engineer. My submission is that unless it is entrusted to a responsible Executive Engineer with a separate division and the necessary subordinates, the peculiar problems arising from the project cannot be enquired into and carried out. The seriousness of the question requires full concentration and I appeal once more to the Chief Engineer to take necessary steps for the formation of a separate division. In this connection, I have to draw the attention of the Government to the urgent necessity of carrying out certain very important works. The Kodayar Project, as originally conceived, was designed only to supplement the then existing tanks. But the Engineers entertained very high notions about the project and those high notions

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[Mr. V. S. Arumukham Pillai.]

led to the auctioning away of a large number of tanks in spite of the serious protests from the people. With the auctioning away of the tanks, the paddy lands had to depend entirely on the Kodayar Project. This deviation led to certain difficulties and inconveniences. The experience of the years 1110, 1111 and 1112 shows that it has been a great folly to have diverted from the old system to the new system, that is, from the supplemental system to the perennial system. Now as a result of the high notions which I referred to, not only were the tanks disposed of but also the existing tanks neglected. As a result, the tanks were silted up and works in connection with them were not cared at all. Several recommendations have been submitted to the Government through the Agricultural Board. The main recommendations are that a supplemental reservoir must be worked and immediately carried out and, if possible, the capacity of the reservoir increased by raising the height to 10 feet more. The existing tanks should be maintained and the silt removed. These are some of the recommendations which have been passed by the Agricultural Board and submitted to Government. I draw the attention of the Government to those recommendations and appeal that they may be given effect to in view of the importance of the irrigation problem to the ryots of Nanjinad. I said yesterday that water is all important for irrigation and the water problem in Nanjinad is the life problem there.

I wish next to draw the attention of the Department to an important grievance of the Nanjinad citizens. That is with regard to the establishment of a toll-gate at Marumkoor. This toll-gate has been established there very recently and it is located just at the point where the two villages meet. This is entirely an additional imposition of tax on the poor ryots. Surrounding this road there are paddy fields and cocoanut gardens and the ryots have to take their manure and other things in bullock carts through this place. Whenever they have to pass through the toll-gate and they have to pass through every day they have to pay the toll. It badly affects the poor ryots. In view of the fact that it affects the poor agriculturists alone, it deserves the kind consideration of Government and it ought to be abolished. If the Government do not find their way to abolish the toll-gate which they have instituted, I request, Sir, at least the bullock carts which the ryots take through the toll should be allowed to pass freely. Sir, really it is not cars and buses that are affected by the existence of this toll but it is the vehicles of the poor ryots who are already overtaxed and who are suffering from acute poverty.

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Then with regard to the ports. Sir, I represented last year that the Sri Mulapuram Port must be reopened. I pointed out the great possibilities of that Port being developed. I again take this opportunity to represent to the Government the necessity for re-opening that Port and developing it. In connection with this I may point out that the port at Colachal also may be developed. With these few words I resume my seat.

Mr. N. Abdur Rahiman Sahib: Sir, in opposing the demand I bring to the notice of the Chief Engineer the imperative necessity of affording good drinking water to the people of coastal regions by means of tube wells. This is not the first time when this dire necessity is pointed out on the floor of this House. In-spite of the repeated representations made, adequate attention is not bestowed on this matter by the P. W. Department. Sir, the town proper of Trivandrum is enjoying the benefit of a good water-supply but the people of the mofussil parts are not cared for in this respect and the supply of good water has become an absolute necessity with them. I hope that the Chief Engineer will pay adequate attention to this matter.

This morning, by way of reply to an iterpellation, the Chief Engineer said that there is no proposal to construct a bridge at Kattamurakal at the 17th mile stone on the Trivandrum-Quilon road. In this connection, I would mention that regarding the necessity of this bridge, my predecessors have sent so many interpellations to Government. This shows the absolute necessity of a bridge there. In view of the many accidents that take place and in view of the difficulties experienced by pedestrians in crossing the river a bridge at the place is absolutely necessary. If the Chief Engineer would inspect the locality he will be convinced of this. Now there is only a food-path constructed by throwing in a few stones here and there and during the monsoons, the water overflows the food-path and the people who want to cross the river are put to great difficulties.

In this connection I would also mention that the present condition of a few roads in Trivandrum town require immediate attention by the department. I doubt very much whether the chief Engineer has himself seen these roads. The Kalippankulam road at Manakad which is only one mile from this hall and the Kannimelkothalam road through which a heavy traffic passes along, and the Chettikulangara road require immediate attention by the department as they are in a bad condition. I may also point out the necessity of improving the Sarkara Chirayinkil road. That road was controlled by the Maramat department and it has been recently transferred to the control of the P. W. Department. I request the Chief Engineer to kindly inspect these places and give necessary instructions for these roads being repaired immediately.

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[Mr. N. Abdur Rahiman Sahib.]

Sir, I wish to speak a few words with regard to the urgent necessity of abolishing the tolls. The most painful thing about the tolls is that they are being given in auction to foreigners. If they are given in auction to Travancoreans, who are the sons of the soil, it will afford labour to a larger number of people and the money will circulate within the country itself and thereby assuage the acuteness of unemployment to some extent. In spite of the fact that a large number of Travancoreans gathered to bid the tolls it is seen Sir, that ultimately the contract is given to a foreigner. Sir, taking into consideration the larger interests of the country the contracts should be given in future to the sons of the soil. Another pernicious practice in regard to the tolls is that sub-toll gates are opened within 8 and 12 miles. In reply to an interpellation it was answered by the official member that the toll stations will be put up within a distance of about 40 or 50 miles. At any rate that was the answer given by Mr. L. H. Jacob who was the Acting Chief Engineer for about 1 year. I now find that sub toll stations are put up beween 12 and 8 miles distances. Sir, it is rather too hard, especially as it is an indirect way of taxation, on the poor ryots. Therefore it is only reasonable that toll station are opend only at a distance of 40 miles ordinarily. Another fact with regard to this is that toll stations are brought nearer and nearer. The toll station opend at the 21st mile stone on the Trivandrum-Quilon road has been brought now to the 17th mile stone. This process is repeated as each year passes by. And today we find that the toll station which was at the 21st mile-stone is now on the 17th mile-stone. Similarly with regard to the South Travancore line tolls at Balaramapuram and Kuzhithura. All these Sub-stations were opend by the present Chief Engineer. I would strongly advocate the necessity for abolishing sub-toll stations and the necessity for giving the contracts to the sons of the soil. In this connection I may also bring to the notice of the Chief Engineer the necessity for improving the port at Trivandrum, viz., the Valiathura Port. Sir, that port satisfies the requirements of a large number of people and the volume of trade carried on through that port is not inconsiderable. Goods are being directly imported by merchants through this port. This port satisfies the needs of the peopleof Nedumangad Chirayinkil and Trivandrum and other places. The number of bags of rice and paddy imported through this port each year is on the increase. Considering the amount of income which comes to the State coffers and the convenience afforded to the merchants, it is highly necessary that the Port should be improved. A maritime State like ours

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should certainly develop its ports. I know that there are difficulties in the way but we must surmount those difficulties and develop the ports in our State. With these words I oppose the demand.

Mr. James Fletcher: I desire to bring to the notice of Government certain facts regarding the roads lying between Trivandrum and Nagercoil and Nagercoil, and Cape. These roads have been left in a state of bad repair for a long time. They were in a very fine condition once upon a time. Now, of course, the heavy traffic which passes along them has left the road in a very deplorable condition. I specially hold up these roads to the notice of Government for the following reasons. From this road, the Government is able to obtain a very large amount as toll fees. Thus it is one of the most important roads in the State which brings money to the Government. Now any one who travells along this road would find that the many people who are living on either sides are very much annoyed and troubled by the constant rise of dust when a bus passes along their house fronts. Over and above that I may point out this fact also. The road leads to one of the most important places in Travancore i. e., Cape Comorin. Thousands of visitors come from all parts of India to our country for visiting Trivandrum and specially Cape. The present condition of this road is such that they go to their own places with a very bad impression of our roads here. It is high time for the P. W. D. to do some thing or other by way of maintaing it in a good condition. It is also necessary to consider the fact that the road passes through thickly populated parts of the State. There is no lack of material for metalling the road. On either side of the road, granite is abundantly found and lobour also is very cheap in our parts. So, I would urge that the allotment made for the repair of this road should be usefully spent on it. I hope that the Chief Engineer will take special interest in seeing that this road is kept in a proper condition. Then I would desire to bring to the notice of Government another fact also *viz.*, that the irrigation works in South Travancore have been left in a very deplorable condition for a number of years. There are more or less continued failures of harvest and the agriculturists suffer very much. The Irrigation Department has not been doing their work properly. They have not planned what they can do in improving the irrigation work. The catchment area of the Pechipara resorvoir could be increased.

The House adjourned at 5 P. M. to meet again at 11 A. M. the next day.

E. I. CHACKO,
Secretary to the Sri Chitra State Council.

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